

## **Annexure-D**

### **Additional points about CDGK's reply dated April 2007**

1. The objections were penned by the members of Shehri and other concerned citizens of Karachi. Some are professionals, engineers, doctors, businessmen, educationists, accountants, social workers, etc and collectively have hundreds of years of experience with and exposure to the traffic and other related problems (road congestion, air pollution, noise pollution, waste of taxpayer's monies, corruption in award of public contracts, government adage of '*leap before you look*', etc): these are more than adequate qualifications to address the KEE issue.
2. The KEE will generate and attract more traffic (the phenomenon of '*induced traffic*', where increase in road capacity causes people to drive more), now and in the future, and will consequently increase noise and air pollution for at least a quarter of a mile on either side of the expressway, all essentially residential areas.
3. Traffic volume, speed and vehicle type all affect noise levels. At 2,000 vehicles per hour (vph), traffic noise will sound twice as loud as at 200vph (see US Federal Highway Administration's '*Highway Traffic Noise*' downloadable from [www.fhwa.dot.gov/environment/htnoise.htm](http://www.fhwa.dot.gov/environment/htnoise.htm)). Traffic moving at 65mph will sound twice as loud as at 30mph, and one truck traveling at 55mph will sound as loud as 28 cars moving at the same speed.
4. The Malaysian Highway Authority (information downloadable from: [http://en.allexperts.com/e/m/ma/malaysian\\_expressway\\_system.htm](http://en.allexperts.com/e/m/ma/malaysian_expressway_system.htm)) mandates that "All expressways must have at least 4 lanes (2 in each direction) separated by a median divider. Both sides must have an emergency lane."

Why is CDGK fraudulently stating: "***Emergency lanes – or shoulders are provided on grade facilities, elevated expressways and bridges do not have shoulders. In a two lane and 4-lane facilities no such lane is required since space is available for disaster management. It is the norm in Civil engineering design and practice.***" Why is IJM Berhad of Malaysia giving Pakistan a hazardous expressway system?

5. For many cogent reasons (including large distances between intersections, conflicting priorities/policies, inadequate traffic data, etc), the 'Green Wave' traffic-signal system that was installed on Sharah-e-Faisal by Siemens in the late 1970s (to facilitate traffic movement to and from the city centre during morning and evening peaks) has not been effective for the past several years. Consequently there is no "*integrate*" signaling system" on Sharah-e-Faisal. Even this irrelevant 'Green Wave' system is subject to the vagaries to KESC outages.
6. If port traffic (up-country and inter-port) is to use the KEE, this will detract from the viabilities/feasibilities of the Northern Bypass and the Lyari Expressway. Surely it is fraudulent to use the same limited port traffic to justify all three projects!
7. We reiterate that inter-port (and up-country) traffic would best (cost-wise, environment-wise, and congestion-wise) be served by existing under-utilised railway facilities.
8. Answers to the following two critical questions have not been forthcoming:
  - a) Why was such a contract (US \$ 350 million today) awarded without public competitive bidding?
  - b) What is the amount the citizens are going to pay from their taxes for this unnecessary and extravagant project? How will IJM be paid back? What are the rates of tolls?